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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR (Kirgiz SSR)	REPORT NO.	<div></div> 50X1
SUBJECT	Possible Uranium Mine South of Kalininskoye	DATE DISTR.	3 August 1954
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PLACE ACQUIRED	<div></div>	REFERENCES	<div></div>

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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1.
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2. Throughout the report, Kara-Balty should read Karabalty.  
On page 4, first  Comment, read Belovodskaya for Belovodsk.
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STATE	#x	ARMY	#x	NAVY	#x	AIR	#x	FBI		AEC	x	ORR	Ev	x	OSI	Ev	x
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REPORT NO.   
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COUNTRY USSR (Kirgiz SSR)

DATE DISTR. 30 June 1954

SUBJECT Possible Uranium Mine South  
of Kalininskoye

NO. OF PAGES 7

DATE OF INFORMATION  50X1

REFERENCES:   
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PLACE ACQUIRED

THIS IS UNEVALUATED INFORMATION

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1. In 1937 or 1938 geological exploration started in the area of Kalininskoye /N 42-50, E 73-53/. 1.

some rare and valuable ore had been found in the area. World War II interrupted the exploration, but after the war the project was continued. At that time rumors were very prevalent in Kalininskoye that some rare mineral of the nature of uranium had been discovered in the area shown on the sketch /Annex A, Point 4/. Since all such information was considered secret, no one dared to track down the rumors, but they were very persistent.

2.  there were rumors that some project connected with the earlier geological exploration was to be launched.

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some sort of construction had begun in the summer of 1951 under the supervision of the MVD. The overall project was called Post Office Box /Pochtovyy yashchik/. "Help wanted" notices were always posted under this name, and the local people always referred to it in this way.

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3. A large motor pool (avtobaza) was organized in Kalininskoye. Several stores were organized for personnel and workers associated with the project. At the same time a large number of MVD uniformed personnel, never before seen in the area, came to Kalininskoye. A rather large number of vehicles of the type GAZ-67 (Soviet-type jeep), which are never allocated to civilian agencies, appeared. In April 1952 construction started on a one-track railroad line leading from the Kara-Balty railroad station (the railroad station of Kalininskoye) to Sosnovka and probably further south (See Annex A, Point 17). Approximately 1,000 inmates of a corrective labor camp worked on this construction.

4. The employment office of the project was organized in 1952 at the Kara-Balty railroad station. A large number of posters announcing the opening of the project were posted in the area giving the address to which applicants should report as "Personnel Section, Post Office Box, Kara-Balty Railroad Station". Wages paid by the project administration were higher than average, and a large number of local inhabitants reported for work with it. In all, approximately 3,000 inhabitants of Kalininskoye were employed as mechanics, bulldozer operators, road construction engineers, and common laborers. [redacted] this estimate is correct within 500. Approximately 300 of the 3,000 were truck drivers, jeep drivers, and chauffeurs; when necessary, they were given local training for their work. Many of my boyhood friends were employed in this way. MVD troops worked as guards and had overall direction of the project. [redacted] an MVD colonel [redacted] was in command of the project. From the number of MVD officers [redacted] in the area, [redacted] estimate that there was one battalion of MVD troops there.

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the following observations:

- a. Widening and surfacing of the road south from Sosnovka was still in progress.
- b. Two more sidings were being added to the five already there at the Kara-Balty railroad station. Approximately 100 inmates of a corrective labor camp were working on these sidings.
- c. Approximately 100 other inmates of a corrective labor camp were building an unloading platform at Sosnovka, the terminus of the railroad line.
- d. The remainder of the forced laborers, approximately 800, had moved south to continue work on the road and on other projects that [redacted]
- e. Every day [redacted] muffled explosions 20 to 30 km. (est) to the south of Kalininskoye. [redacted] no strange clouds, and the buildings in Kalininskoye did not shake.

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f. Approximately 20 two-story brick buildings had been constructed /Annex A, Point 2/. Most of these were living quarters for MVD members and their families, but two of them, which [redacted] contained offices for the supervisory personnel of the project, were surrounded with barbed wire and at the gate there was a small guard shack with a guard. [redacted] Each of the 20 buildings was approximately 80 x 20 x 10-12 m., and they had deck roofs. The distance between each of the buildings was approximately 50 m. Construction of other similar buildings was continuing in May 1953 [redacted] in this area.

50X1 7. [redacted] two mobile equipment bases connected with the project. One of them was in Kalininskoye; the other was in the construction area south of Kalininskoye /Annex A, Point 4/. [redacted] trucks, jeep-type vehicles, and other types of vehicles were serviced and repaired there. [redacted] approximately 300 vehicles there. 2. [redacted] the motor pool at this base had tremendous numbers of bulldozers, excavators, trucks, etc.

50X1 8. Equipment [redacted] in the area of Kalininskoye included the following:  
 four-ton YaAZ trucks  
 1 1/2 tn. GAZ-63 trucks  
 jeep-type GAZ-67-B vehicles  
 bulldozers - [redacted] being transported through town from time to time.  
 steam shovels [redacted] three)  
 light lifting cranes; mobile, truck-mounted; four of them worked in the Kara-Balty railroad station loading and unloading such things as timber.

50X1 All the trucks [redacted] were empty [redacted] 50X1

50X1 9. In respect to security, [redacted] 50X1  
 50X1 [redacted] local inhabitants were hired as guards; they were given infantry men's blouses to wear, paid approximately 400 rubles a month apiece, drew infantry rations, and were on duty for 24 hours and then off for 48 hours. More than 100 of these guards were used at the motor pool and other places. An MVD lieutenant was in command. [redacted] no information concerning any special passes for people going into the construction area south of Sosnovka /Annex A, Point 4/. [redacted] the trucks traveling from Kalininskoye to that construction area were not stopped or inspected en route.

50X1 10. [redacted] the consumer goods stores, one of which was located in the motor pool area in Kalininskoye, were well stocked with high quality goods, such as

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beer, cigarettes, silks, and furs, and especially textiles and footwear, [redacted] these supplies came from Leningrad. [redacted] the administration of the project was either subordinate to or in some way connected with a headquarters in Leningrad. Ordinarily only project personnel had access to these stores [redacted]

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[redacted] Before this time no goods of the quality available in the project stores, especially woolens and worsted materials for suits, were ever seen in this area.

11. None of the workers in the Post Office Box project had any distinguishing discoloration of their hands. [redacted]

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12. [redacted] Liked to drive trucks from Kalininskoye to the construction site, because they could pick up paying passengers traveling from Kalininskoye to Stalinskoye, Frunze, Lake Issyk-Kul, or other points en route. This seemed to be a very lucrative source of income. Another lucrative source of income was the sale of gasoline and oil by the chauffeurs.

1. [redacted] Comment: Change of Names Ref.: WAC 328, Chatkal'skiy Range, and WAC 329, Tien Range. The name of the small town of Kara Balty has been changed to Kalininskoye; the railroad station is still called Kara Balty. The name of Ak Su has been changed to Stalinskoye. The train station is known as Belovodsk. In this report the towns are referred to by their Soviet names.

2. [redacted] Comment: [redacted] description of the motor pool area in Kalininskoye [redacted]

3. [redacted] Comment: The most practical way to haul any ore out of the area would be by means of the railroad at Lake Issyk-Kul.

Annex A: Locations connected with Post Office Box Project.

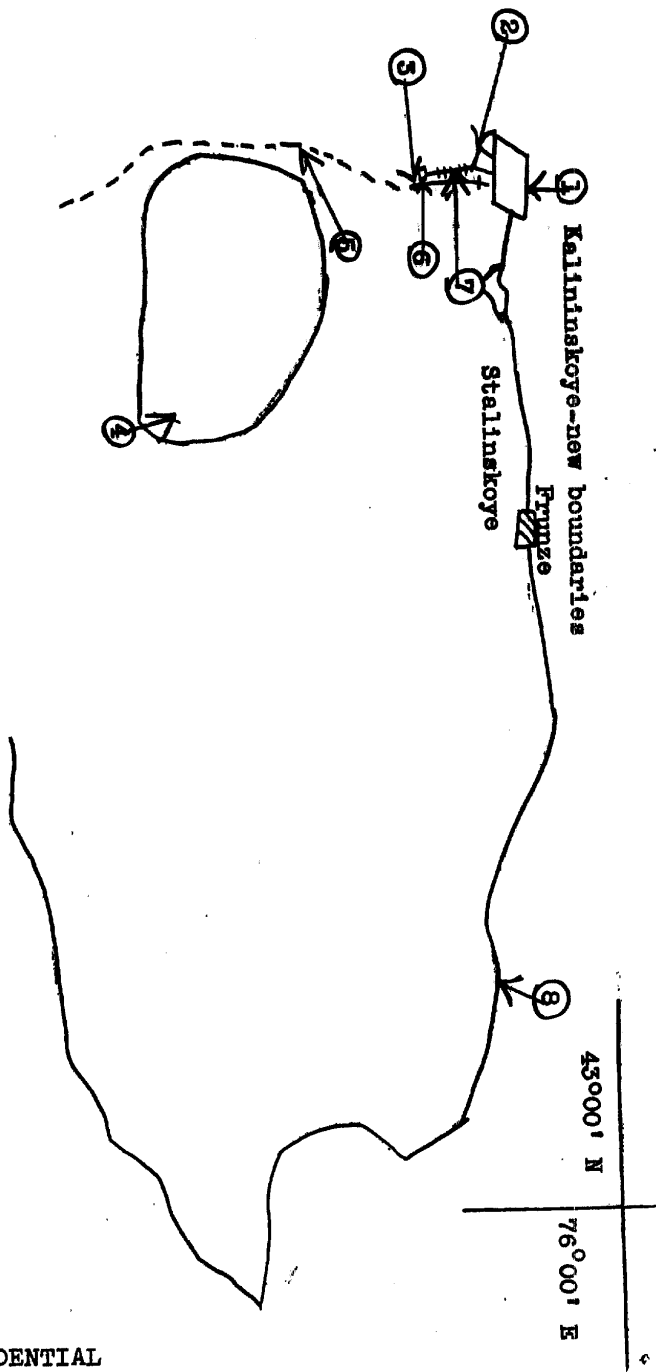
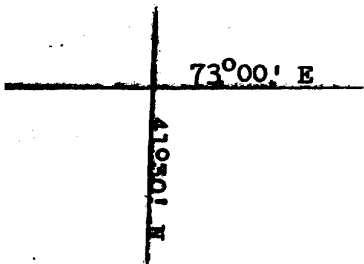
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Annex A: Locations connected with Post Office Box Project.



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## LEGEND

## Annex A: Locations connected with Post Office Box Project.

Pt. 1. Estimated new boundaries of Kalininskoye. Estimated population as of May 1953 was 50,000. Population increase began during World War II with evacuation to here of two factories, one an alcohol factory and one a glycerine factory. These were both located in same building area. As of 1953, the old alcohol factory was a sugar factory (Sakhar Kombinat). The glycerine and alcohol factory are now combined in one building area.

Pt. 2. Estimated boundaries of area containing two office buildings and 18 two-story brick living quarters for MVD families.

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Pt. 3. Estimated site of new hydroelectric dam and new factory.

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Both dam and factory were still under construction in May 1953. The river in one spot in the mountains was 100 m. wide and averaged 2½ feet in depth. It was very swift and rocky and was especially full in the heat of the summer when the snow on the mountains melted. The highest peaks south of town were always snow-covered.

Pt. 4. Estimated location of mining and construction activity by this was the area because of the circuitous route travelled by the trucks, i. e., via Frunze, Lake Issyk-Kul, Kochkorka and thence to the east along relatively good roads, and because of, the intensive effort being made to extend the road south from Sosnovka.

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Pt. 5. Country Road (Footpath), the widening and surfacing of which was continuing south from Sosnovka in May of 1953. Between Kalininskoye and Sosnovka this road had been improved and was eight meters wide, leveled, covered with crushed rock, and rolled.

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from Kalininskoye to Sosnovka

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a. The road construction between these two cities had been finished,

b. That road construction to the south was still in progress,

c. That the single track railroad construction between Kalininskoye and Sosnovka was completed except for construction of a loading platform which was still underway by approximately 100 forced laborers.

Pt. 6. Village of Sosnovka - Main street, approximately six meters wide, four kilometers long; highest house four meters, adobe constructed houses.

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LEGEND to Annex A (cont'd)

Pt. 7. Single tracked railroad extending from Kalininskoye to Sosnovka.

Pt. 8. Road; [redacted] from Kalininskoye to Frunze in May 1953. At that time this six meter wide road had been asphalted from Frunze to Stalinskoye and it was being asphalted from Stalinskoye to Kalininskoye.

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